

REAL ESTATE
AND BUILDING.

SOUTHERN PROGRESS SECTION OF THE WASHINGTON HERALD

WASHINGTON, D. C., SUNDAY, MAY 23, 1909.

COMMERCE
AND INDUSTRY.

PREFERS HIGHWAYS TO ARMY OR NAVY

Senator Bankhead Objects to
Big Appropriations.

ADDRESSES ROADS CONGRESS

Alabama Declares the Government
Might Better Help the Farmers by
Constructing Wagon Ways Than to
Spend So Many Millions Upon Mil-
itary Armaments and Battle Ships.

Baltimore, May 22.—"The extravagant
parade of the army and navy and the
millions of dollars that Congress is ap-
propriating in preparing for war is not
at all necessary," declared United States
Senator Bankhead, of Alabama, in ad-
dressing the second national good roads
congress.

"If the government would devote some
of the useless time and energy that it is
expending on the army and navy to the
building up of the American farm, home
and roads, and to the education of Amer-
ican boys and girls, then the people of
these United States would rise up and
call Congress blessed."

Speaks for Two Hours.

Senator Bankhead occupied the floor
nearly two hours, and McCoy Hall was
almost filled with delegates to the good
roads congress. Gov. Crothers presided
at the meeting, and among those on the
platform with him were: Senator Bank-
head, Representative Wallace, of Arkan-
sas; Attorney General Isaac Lobe Straus,
State Senator Dodge, of Cleveland; Dr.
Ira Remsen, president of Johns Hopkins
University, and Arthur C. Jackson, presi-
dent of the national good roads con-
gress. Many prominent lawyers and busi-
ness men of this and other States were
in the audience.

The whole subject of good roads, ac-
cording to Senator Bankhead, has re-
solved itself into the question of national
aid.

Good Returns for Good Roads.

"We are told that the Constitution of
the United States will not permit Con-
gress to appropriate any money for the
building of good roads," declared the
Senator vigorously, "but I have studied
this question and analyzed it, and there
are no constitutional barriers; no limita-
tions. This is not a question of paternal-
ism. If the government will give an ap-
propriation for good roads, it will get
something in return. It was stated only
recently in the Senate that 70 per cent
of the government's revenues for last year
were devoted to the preparing for war
and that only \$10,000,000 was set aside
for agricultural improvements."

"This \$10,000,000 appropriated by Con-
gress is to prepare for a war that we
never will have. War will make widows,
orphans, and create distress; but agri-
culture will feed and clothe the poor and
make comfort. This convention ought to
rise up and frame resolutions and send
them to the Senate and Congress imme-
diately and tell them that they must have
an appropriation as soon as possible to
help in building good roads in this coun-
try. This question of good roads is com-
ing before Congress and we are going to
vote on it. Fellow-citizens of this con-
gress, we need your help, and you can
render aid by framing resolutions and
forwarding them to Washington."

Dirt Roads Most Important.

"The question before us is not a new
one. The subject of transportation is one
that has claimed the attention of the
wisest and best statesmen of this and
every country. Rapid and cheap distri-
bution of products is the chief element
of produce. The system of transportation
by means of dirt roads is the most im-
portant system—far more important than
transportation by means of railroads and
canals. I am in favor of national, State,
and county co-operation in maintenance
of the dirt roads of this country. That it
would be unconstitutional and paternal
for the government to contribute to State
roads is absurd and untrue. Congress
has power to appropriate money to build
canals, railroads, custom-houses. Why
has it not the power to contribute to the
construction of dirt and macadam roads,
which are by far the most important
modes of transportation?"

Not Unconstitutional or Paternal.

"If such a contribution to build State
roads is unconstitutional and paternal,
then we have been unconstitutional since
the organization of this government. As
soon as this government sprang into ex-
istence it began to appropriate money for
roads and canals, and at that time it was
not unconstitutional and paternal. Why
should it be unconstitutional and paternal
at the present time?"

The People of the Towns and Cities are More Interested in this Problem.

"The people of the towns and cities are
more interested in this problem than the
farmers, because the people who live in
the cities depend on the country for their
supply of products."

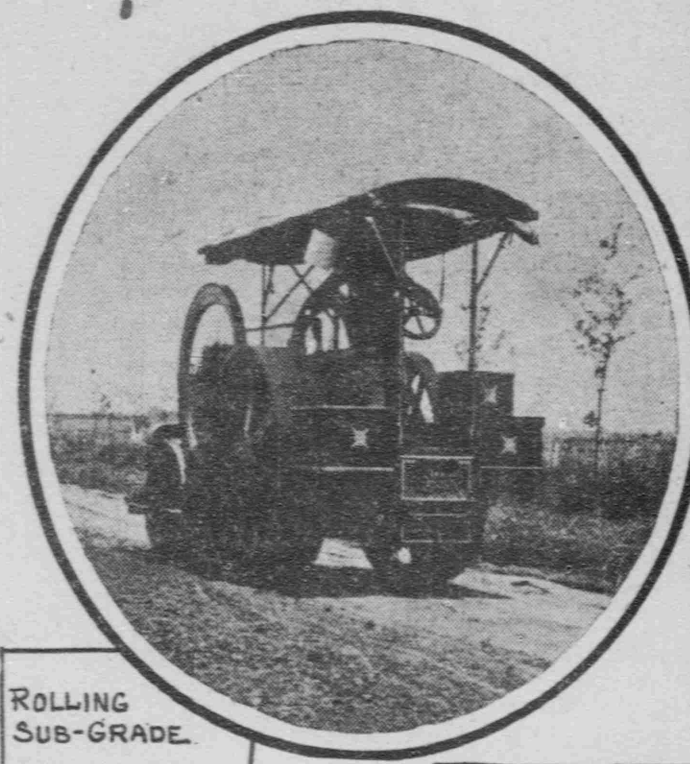
MEMPHIS ACTS AS HOST.

Two Big Conventions Meet in the Tennessee City.

Memphis, Tenn., May 22.—Memphis has
been host this week to the Cotton Seed
Crushers' Association, and the guests have
been gracious enough to say she
performed that duty well. This association
held a three days' session at the tri-
State fair grounds, beginning May 18.
Delegates from all parts of the cotton-
growing region were here, with their
wives, sons, and daughters. In all, sev-
eral thousand visitors came to Memphis,
and the week has been a notable one in
many ways. Henry J. Parrish, of this
city, was president of the association
during the meeting.

The 1909 reunion of the United Confed-
erate Veterans will be held here on June
5, 8, and 10, and the indications now point
to one of the most successful reunions
the grizzled old heroes of the "lost
cause" have ever enjoyed. For many
weeks preparations have gone steadily
on, with the result that the slightest
detail looking to the pleasure and com-
fort of the thousands of veterans and
visitors who will be the city's guests will
be overlooked. With characteristic lib-
erality the business men of Memphis
have contributed their share to the enter-
tainment fund and will join the citizens
at large in making the reunion a credit
to the city and State.

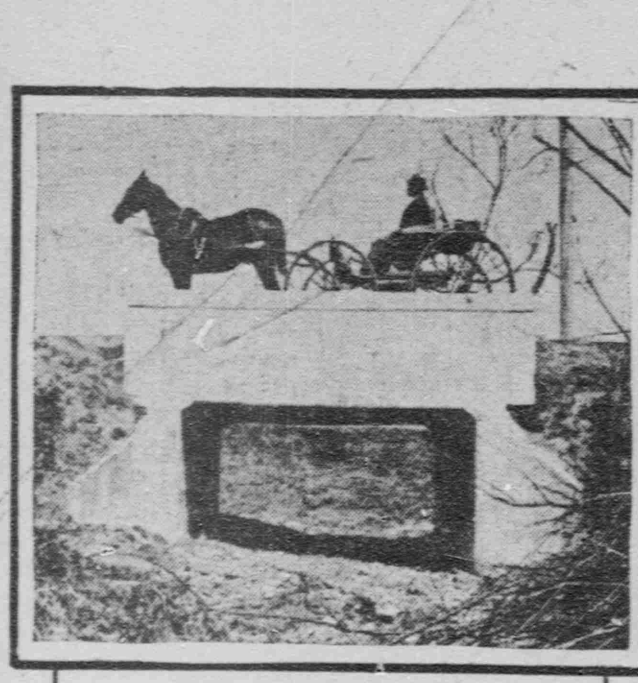
VIEWS OF PRACTICAL ROAD-MAKING IN THE SOUTH.



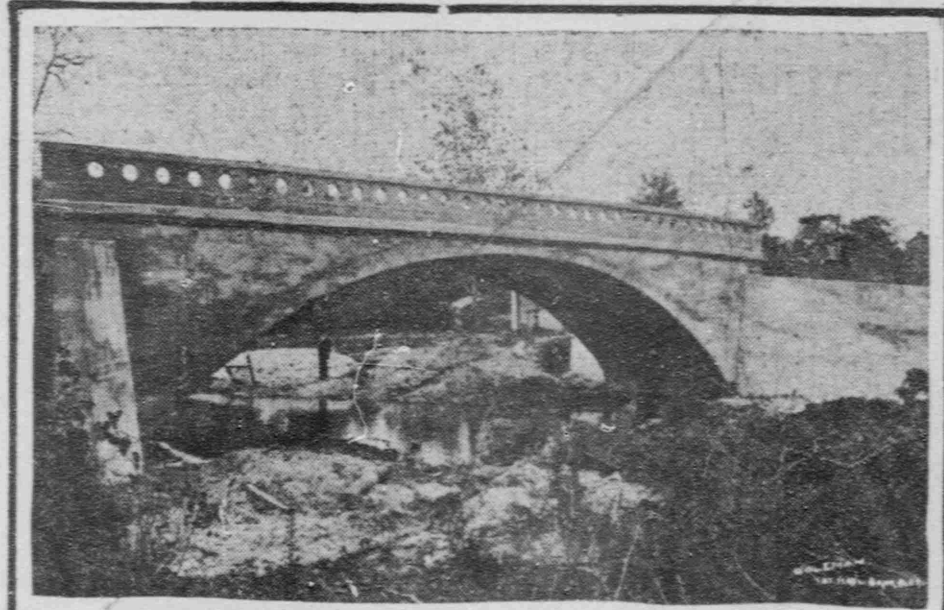
ROLLING
SUB-GRADE.



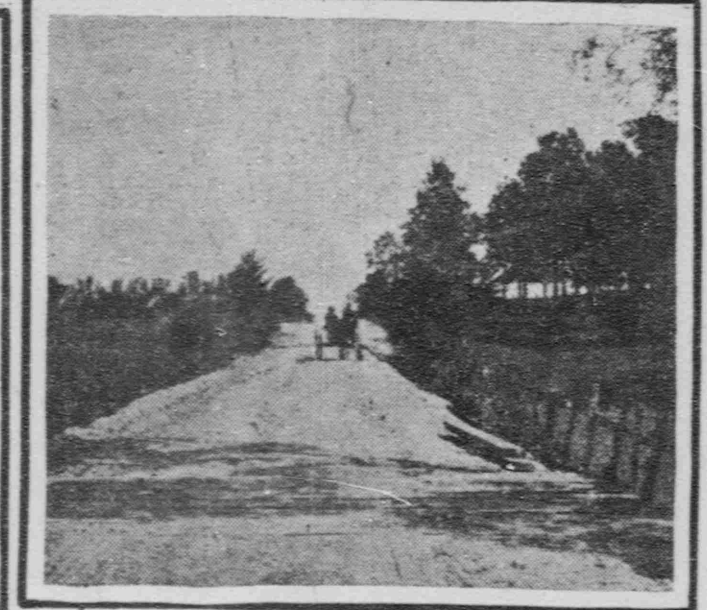
WOODLEY ROAD - WHITE'S SLOUGH BRIDGE



CULVERT.



REINFORCED CONCRETE SPAN.



BUTLER MILL ROAD

SMOOTH HIGHWAYS NOW.

The accompanying illustrations of road-
making are of improvements made at var-
ious points in Montgomery County, Ala.,
but they are representative of what is be-
ing done generally in the South. Re-en-
forced concrete and the use of materials
near the point of the work to be done ac-
cording to modern engineering methods
have made it possible to introduce im-
provement of the highways on a large
scale in all parts of the Southern States.
The steam roller is now a familiar sight
in all the rural districts all the way from
the Potomac to the Rio Grande, and
Southern cotton growers, truck farmers,
and even the pleasure seeker are finding
communication much easier down in that
country than formerly. Each mile of im-
proved road is a valuable asset to the
county or magisterial district building it,
and by addition of mile after mile of
these good, smooth roads the South will
soon be lifted from the slough of despond
in which it has wallowed from its earliest
history.

SOUTH BUILDS ROADS

Makes Good Start Toward
Rural Betterment.

MUCH WORK YET TO BE DONE

What Has Been Accomplished in
Montgomery County, Ala., Illus-
trates How Other Communities
Might Solve the Problem—Local
Authorities Must Act.

SOUTH IMPROVES ROADS.

The last available statistics in the De-
partment of Agriculture relative to road im-
provement in the South show the following
arrangement of States according to the
miles improved:

State	Improved miles.	Total miles.
Alabama	2,554	24,887
Arkansas	109	26,898
California	29	36,465
Florida	203	26,172
Georgia	888	17,254
Illinois	1,239	45,753
Indiana	1,459	31,852
Iowa	1,825	41,839
Kentucky	1,524	50,689
Mississippi	1,619	37,330
Missouri	1,825	38,132
Montgomery	2,062	32,409
Nebraska	2,062	32,409
Nevada	2,062	32,409
New York	2,062	32,409
North Carolina	2,062	32,409
Ohio	2,062	32,409
Oklahoma	2,062	32,409
Pennsylvania	2,062	32,409
Rhode Island	2,062	32,409
South Carolina	2,062	32,409
Tennessee	2,062	32,409
Texas	2,062	32,409
Vermont	2,062	32,409
Virginia	2,062	32,409
Washington	2,062	32,409
West Virginia	2,062	32,409
Wisconsin	2,062	32,409
Wyoming	2,062	32,409
Totals	29,918	730,284

The accompanying statistics show that
the South had in 1904 highways aggre-
gating 730,284 miles, of which 29,918 had
been improved by the use of gravel, sand,
or clay. In other words, 34 per cent of
Southern rural roads were improved,
while statistics in the Department of Ag-
riculture show that for the entire United
States 71.7 per cent of the public high-
ways, outside of cities, have been im-
proved.

These figures indicate that the South
has yet a vast work to do in improving
its roads and thus increasing the value
of its farm lands. At the same time it
would be unjust to the South to draw
definite conclusions from these figures
that are now four years old, for in many
parts of the South great progress has been
made with road improvement and up-to-
date methods are being used.

Progress in One County.

The accompanying illustrations give an
idea of the permanent quality of work
being brought to bear upon the road con-
ditions of an Alabama county. This coun-
ty alone (the county of Montgomery) may
be taken as evidence of the general im-
provement of the government statistics,
for in 1904 Montgomery is credited
with 108 miles of improved roads. A re-
port from the board of revenue of Mont-
gomery County shows 336 miles improved
out of a total of 650, thus indicating that
more than 50 per cent of the roads of the
county are now good roads.

In this county there is one mile of good
roads to every two and one-half square
miles, which is a high proportion. Ac-
cording to J. H. Cook, of the board of
revenue, Montgomery County has spent
in the last fourteen years \$2,000,000 on
road roads, while the taxable value of
the county has grown from less than \$1-
000,000 to over \$5,000,000, thus demon-
strating by taxable value the convenience
brought through the county by the im-
provement of the roads and the enhance-
ment of land values.

Why Kentucky Leads.

The showing of Kentucky was due at
the outset to favorable conditions rather
than to a general system for good roads.
Limestone, common in the States of Ohio
and Indiana, accounts for the ease with

MINES GIVE WEALTH

Coal the Basis of Sparta's
Rapid Progress.

ITS RESOURCES ARE MANYFOLD

Wood Working Plants Needed to
Complete the City's Industry.
County is Spending \$110,000 on
Highways This Year—Banks Solid
and Show Encouraging Resources.

Sparta, Tenn., May 22.—This substan-
tial little city is at the western base of
the Cumberland Mountains, in the central
part of Tennessee, and for many years
has been recognized as one of the fore-
most towns of the State, on account of
its being surrounded by excellent farm-
ing lands and high-class citizenship. In
recent years it has experienced a decided
uplift in all lines of business.

The Bon Air Coal and Iron Company,
in the past few years, has forced its way
into the vast storehouse of minerals here,
and to-day is shipping on an average of
ninety cars of high-grade domestic and
steaming coals. The Clifty Coal and
Coke Company is also shipping an aver-
age of fifty cars daily.

Thousands of acres of this almost
boundless coal field are still waiting for
capital to put it on the market.
Water power, another of nature's rich
endowments. We now have in course

INDUSTRIAL COMMENT.

The meeting of the national good roads
congress in Baltimore last week, with
an adjourned meeting in Washington,
seemed to warrant some expression of
views upon the subject of road building
in the South. As a result, this section of
The Washington Herald to-day presents
some illustrations of a practical kind of
road making as it is practiced in the
Southern States. A portion of Senator
Bankhead's address is also given, in
which he declared so vigorously that it
was better for the government to spend
money to help the farmers than to spend
millions upon the army and navy.

THRIVES ON PEANUTS.

Texas Town Situated in Midst of a
Rich Farming Region.

Anson, Tex., May 22.—We have built a
fine Methodist church at a cost of \$15,000,
and the contract has recently been let
for a Baptist church of unique design to
cost \$20,000. Work on this structure is
well under way.

Our town has voted a bond issue of
\$25,000 to install waterworks. A strong
progressive club was organized about two
months ago, and civic enthusiasm is ris-
ing both in our town and county.

The county authorities will order an
election at the May term of our Commis-
sioners' Court for the purpose of voting
a bond issue of \$100,000 to build a new
county courthouse, and many other evi-
dences of progress and thrift are to be
seen here.

We are in the heart of the best devel-
oped farming section of Central Texas
and there is much diversity being prac-
ticed by our farmers. The Spanish pea-
nut is grown in some sections of this
county with great success, and negotia-
tions are on foot for the erection of a
large peanut warehouse and to encourage
a peanut factory to locate here. A large
acreage is planted to peanuts this year.

THREE TIMES ROUND GLOBE.

School Superintendent Travels that
Far in Pursuit of His Duties.

The State superintendent of public
schools in Missouri and his assistants
traveled 75,835 miles last year in carry-
ing out the duties and functions of the
office.

The superintendent alone traveled 23,000
miles in visiting schools, attending board
meetings, county, district, State, and na-
tional associations, and educational con-
ferences.

PLANTS MANY TREES

Pennsy Greatly Extends Its
Forestry Operations.

SETS OUT 1,000,000 THIS YEAR

Plans of Railroad Company to Pro-
vide in Part for Its Timber Re-
quirements Described—Imports
Seedlings from France and Sows
Acorns and Fir Tree Seed.

The Pennsylvania Railroad Company is
planning to set out this spring more than
1,000,000 trees. This will make a total of
2,500,000 trees which have been planted in
the last three years to provide for some
of the company's future requirements in
timber and cross-ties. This constitutes
the largest forestry plan yet undertaken
by any private corporation.

Heretofore the company's forestry op-
erations have been confined to a limited
area between Philadelphia and Altoona.
This year 65,000 trees are being set out on
tracts of land near Metuchen and New
Brunswick, N. J. In addition, there are
to be planted within the next month
257,000 trees near Conowingo, Pa.; 185,000
in the vicinity of Van Dyke, Md.; and
Lewisburg Junction, 7,000 at Pomeroy,
and 265,000 at Denholm.

Filling in Seedlings.

The bare places in the locust tree plan-
tations, which were started some years
ago, are being filled in with new seed-
lings. In order that these may follow as a
second growth after the older trees have
been removed for fence posts and other
purposes. Of the trees that are to be set
out this spring, 85,000 are red oak, 40,000
Scotch pine, 25,000 locust, 14,000 hardy ca-
tappa, 14,000 pin oak, 5,000 European larch,
2,000 chestnut, 2,000 yellow poplar, 2,000
black walnut, and 1,000 white pine.

The policy of encouraging reforestation
on the part of the public has been actively
pursued this spring. Some 151,000 trees
have been furnished practically at cost to
private corporations and individuals.
In addition, 8,000 private hedge plants have
been supplied to private individuals. Pri-
vate hedge plants to the number of 7,000
are to be set out to ornament boundary
lines along the company's right of way.

Grows Some Shrubbery.

A special effort has been directed this
season to growing ornamental shrubbery
for use in parking the lawns around sta-
tions and unoccupied spaces along the
roadway. To save the time required to
grow these from seed 8,000 plants have
been imported from France. They will
be placed in beds at the company's nur-
sery at Morrisville, N. J. Part of them
will be ready for transplanting next year
and the remainder in 1911.

Indicative of the scope of the forestry
plan of the company this year is the fact
that at the Morrisville nursery alone ap-
proximately 1,250,000 trees have been dug,
bundled, and shipped to places along the
railroad. The area occupied by these trees
has been plowed, fertilized, and is to be
replanted with about 300 bushels of
acorns. Half a million coniferous seed-
lings, which were grown last year, are
being set in transplant beds, to remain
for a year before being set out perma-
nently. In addition to the above, there
will be planted this spring about 100
pounds of pine and spruce tree seed,
which should produce about a million
plants. These in time will be transplanted
in permanent locations.

Doing Good Work for the South.

St. Louis, Mo., May 22.—I think you are
doing a great work for the South, and
I am sure that it is appreciated. Very
truly yours,

W. F. SAUNDERS,
Secretary Business Men's League.

Expect Great Results.
Apalachicola, Fla., May 22.—We thank
you much for your offer to use your paper
in the interest of Southern progress. I
believe your work will develop great re-
sults and be of value to your publication.

LELAND J. HENDERSON,
Secretary Board of Trade.

Spending Money in Little Rock.
Little Rock, Ark., May 22.—The new
buildings now in course of erection in
this city will cost \$3,000,000. That in-
cludes the State capitol, union depot,
and Hotel Marion annex. The contract
for the latter was awarded last week, the
figure being \$120,000.

GEORGE R. BROWN,
Secretary Board of Trade.

MAKING A STUDY OF TEXAS SOILS

Government Surveys All the
Coast Counties.

FINDS INTERESTING FACTS

Agricultural Department to Frame
Report and Prepare a Map Show-
ing the Kind and Distribution of
Earth Materials in This Section.
Area Suited to Truck Farming.

Probably no part of the United States
shows greater interest in agricultural de-
velopment than the Gulf Coast country
of Texas. The Department of Agriculture
has been receiving numerous letters of
inquiry in regard to the soils and agricul-
tural conditions in that section, and this
fast led the Secretary of Agriculture and
Prof. Whitney, Chief of the Bureau of
Soils, to order a soil survey of the ex-
treme southern portion of the State.

The field work has just been completed
and the report and map covering this
area are now being prepared. The area
embraces the eight southern counties of
Texas, including San Patricio, Nueces,
Cameron, Hidalgo, Starr, Duval, Zapata,
and Webb, or an area of more than 15,000
square miles.

This part of the United States is so far
south that it possesses a semi-tropical
climate and the growing of winter vege-
tables for Northern markets is rapidly be-
coming an important industry. As the
agricultural development of this section
is really just beginning, this report, show-
ing the character and distribution of the
different kinds of soils will be of great
value in directing new settlers where they
will find the lands best adapted to the
character of crops which they wish to
grow.

Has Diversity of Soils.

The work has shown that this section
has a great diversity of soils, some of
which are among the most productive in
the world, and under proper moisture con-
ditions can be made to yield abundant
harvests, while others are best suited to
stock-raising. A map showing the towns,
railroads, country roads, streams, ranches,
&c., has been constructed and upon this
will be shown in colors the location of
the principal areas of the different types
of soils which were recognized in the sur-
vey.

The northeastern part of the area, in-
cluding a large portion of San Patricio
and Nueces counties, is covered by a
fertile black clay soil, which is well suited
to the production of cotton and heavy
truck crops, such as onions and cab-
bages. Associated with this soil is the
Victoria loam, which is generally preferred
to the clay for onions and gives ex-
cellent yields in good seasons.

Victoria Occurs Freely.

The Victoria fine, sandy loam also oc-
curs in large areas and is one of the very
best early truck soils of the area. This
type seems especially well suited to wa-
termelons, and one small town has nearly
2,000 acres in this crop, almost all of
which are on this soil. The soil survey
will show where there are other large areas
in this section with similar soils where
this industry can be made profitable.

Along the coast and extending inland
through almost the center of the area is
a large sand belt, very little of which is
cultivated because of the difficulty
of blowing. This sand makes excellent
grazing land, and is preferred for this
purpose to many of the heavier soils.

The Rio Grande delta proper contains
no sand, but they consist of silt
loams, silty clay loams, and clay. The
Laredo silt loam is not extensively de-
veloped in the delta, but forms almost
the exclusive soil along the Rio Grande
above the delta. It is principally upon
this type that the onion industry at Lari-
redo has been extensively developed,
more than 1,200 carloads having been
shipped from this point last season. The
Laredo silty clay loam, or "resaca" (old
river channel) soil, is the most important
type of the delta and is very fertile, giving
excellent yields of cabbage, onions,
and other vegetable crops, sugar cane,
and cotton.

Adapted to Sugar Cane.

The Cameron clay is a strong soil, and
if properly drained and cultivated gives
excellent crops of sugar cane and cotton.
As on the Victoria soil, the soil here
from fifty to seventy-five miles the coun-
try becomes more rolling, and different
soils are encountered. In some parts red
sands and sandy loams prevail, which will
make excellent fruit lands if moisture
conditions prove sufficiently favorable. In
other parts the limestone comes so near
the surface that the soil is suited only to
grazing.

The Rio Grande is bordered throughout
the upper and middle portion of its
course by a series of gravelly ridges
which furnish grazing for many heads of
cattle and flocks of sheep. In some
places the ridges are covered with a layer
of sand, and in some places the ridges are
covered with a layer of gravel.

Will Describe the Climate.

There will also be a chapter upon cli-
mate, as well as a discussion of irrigation,
which is being rapidly extended in the
delta, and the principles which must be
followed in order to secure the best re-
sults in those sections where irrigation is
not possible.

In short, the report will give an inven-
tory of the soil and agricultural resources
of this section, and its publication will be
of great value, and will be looked
forward to with a great deal of interest
not only by outsiders who are anxious to
secure accurate, detailed, and reliable in-
formation in regard to this recently open-
ed and rapidly growing section, but also
by those farmers who are already in this
country and are desirous of securing all
possible assistance in order to guard
against those mistakes which are often
made in developing a new country.

Will Address Wholesale Grocers.

John G. Ruge, of Apalachicola, Fla.,
vice president of the Southern Comm-
ercial Congress, will address the
Wholesale Grocers' Convention at Little
Rock, Ark., on May 24.